

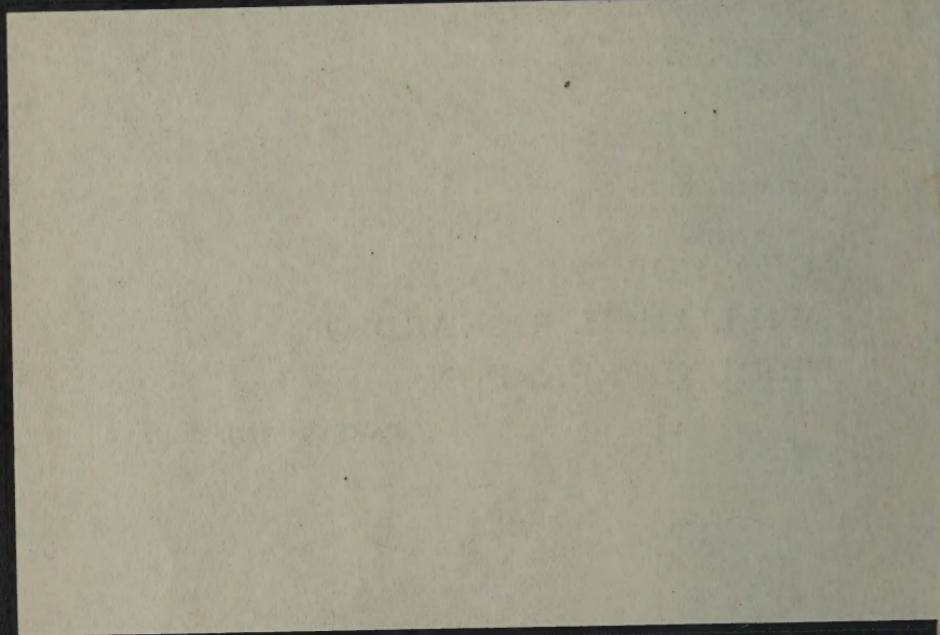


CAPTAIN'S ISLAND. 1900.

IN THE COMPLIMENTS OF

GEO. HOWLAND COX,
WILLIAM M. RICHARDSON,
EDMUND REARDON,

PARK COMMISSIONERS.



City of Cambridge
Massachusetts

C.R

PARK DEPARTMENT

ANNUAL REPORTS

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EIGHTH ANNUAL REPORT
OF THE
BOARD OF PARK COMMISSIONERS
OF THE
CITY OF CAMBRIDGE



To the Honorable, the City Council of the City of Cambridge :—

GENTLEMEN :—The Board of Park Commissioners has the honor to submit herewith its eighth annual report for the year ending November 30, 1900, and also the seventh annual report of the General Superintendent of Parks, as required by Section 4 of the Ordinance establishing a Park Department.

On January 22, 1900, the Board submitted the following recommendation :—

CAMBRIDGE, January 22, 1900.

To the Honorable, the City Council of the City of Cambridge :—

GENTLEMEN :—The Park Commissioners respectfully request that His Honor, the Mayor, be authorized and requested, for and in behalf of the City of Cambridge, to petition the Legislature of this Commonwealth at its present session, for such legislation as will place in the exclusive control of the Park Commissioners of the City the planting, care, removal, cutting and trimming of trees and shrubs now and that may hereafter be placed in the streets, commons, parks, squares and other public places and grounds of this City.

Respectfully,

H. E. WHITING,
Clerk of the Board.

In accordance with the above recommendation the Legislature was petitioned and on March 21, 1900, the following Act was approved :—

AN ACT TO TRANSFER TO THE PARK COMMISSIONERS OF THE CITY OF CAMBRIDGE ALL THE POWERS AND AUTHORITY NOW VESTED BY LAW IN THE BOARD OF ALDERMEN AND SURVEYOR OF HIGHWAYS IN RELATION TO TREES AND SHRUBS.

Be it enacted, etc., as follows :—

SECTION 1. All the powers and authority vested by law at the time of the passage of this Act in the Board of Aldermen and Surveyor of Highways of the City of Cambridge, in respect to trees and shrubs now or hereafter planted or grow-

ing in the streets, roads, squares, courts, parks, public gardens and other enclosures in said City, are hereby transferred to and vested in the Park Commissioners of the City, who shall have exclusive powers to act in respect to the setting out, planting care, maintenance, removal, cutting and trimming of such trees and shrubs.

SEC. 2: Chapter one hundred and sixty-nine of the Acts of the year eighteen hundred and ninety-seven is hereby repealed.

SEC. 3. This Act shall take effect upon its passage.

Approved March 21, 1900.

GENERAL CHARACTER OF THE WORK OF THE YEAR 1900.

In the report of 1899, the Commissioners state that "aside from the small amount of work proposed in the construction of the beach on the hospital river bank, and such bathing beach and bath house requirements as shall be demanded, the Commissioners propose no other work during the coming year, except in the direction of extension of the Esplanade from the end of the sea wall west of Harvard Bridge."

The work of the Commissioners during the past year has been confined strictly within the foregoing limits. With the exception of the construction of the river beach abutting on the Cambridge Hospital property and the extension of the bathing beach at Captain's Island, the work of the Commission has been directed to the completion of the work at the Esplanade which had been previously begun and to the extension of the same.

During the past year there has been spent and charged to the construction account the sum of \$84,988.52, of which \$11,426.49 represent the cost of the river beach at the hospital; \$33,519.03 represent the cost of the extension of the bathing beach, construction of the wooden bath houses and other construction work at Captain's Island; \$31,609.77 for the extension of the Esplanade up the river, including the straightening and ballasting of the sea wall and iron fence on the sea wall; and the balance of \$8,433.23 is made up in general accounts.

At the beginning of the year the Commissioners expected to begin at once upon the serious undertaking of extending the Esplanade from its present terminus at the end of the sea wall west of Harvard Bridge to Brookline Street, but it was found to be impracticable to begin the work at that time for two reasons:—

First, because it was very desirable from the City's standpoint that the flats lying between the park line and the Grand Junction Railroad should be filled by the owners, and as a matter of economy both to the City and to the owners, that the flats should be filled and the Esplanade constructed at the same time and by the same contractor. Co-operation between the owners and the City would mean a saving of thousands of dollars to both parties. The flats were owned by numerous parties, and a common agreement could only be reached after numerous conferences.

The second reason why the work could not be begun was because the

few dredging companies in this vicinity, who are capable of doing the work, had other large contracts on hand and could not make as favorable a price as they could later in the season. The result of the delay is that the owners of the abutting flats have finally decided to fill their property at the same time that the City does its work, and to employ the same contractor, and the Commissioners have been able to obtain a proposal for the filling of the park area at a very favorable price. The work will be begun immediately, and within the coming year the Esplanade will undoubtedly be carried to Brookline Street and the flats between it and the railroad will be filled to grade.

The completion of the Esplanade to Brookline Street will bring up at once the question of the crossing over the tracks of the Grand Junction Railroad. Such a crossing is necessary in order to reach Brookline Street. It is impossible at the present time for the Commissioners to make any recommendation with reference to the character of the crossing. It has been suggested that, in view of the recent railroad consolidations, the tracks of the Grand Junction Railroad may be abandoned and the freight which is now carried over them diverted to the Watertown Branch of the Fitchburg Railroad by a new bridge near Watertown, and that such a change may be reasonably expected on the ground of economy, because, otherwise, the railroad will be obliged, under the act leasing the Boston & Albany Railroad to the New York Central Railroad, to incur large expense in the abolition of grade crossings. Should the tracks be removed there will be no question of a crossing to trouble us. On the other hand, should the tracks remain, it is probable that an overhead crossing will be required. Where that crossing shall be, whether near Brookline Street or at Henry Street or Putnam Avenue, is a matter which cannot now be determined. The question as to the construction of the dam across the river from St. Mary's Street and the location of a new bridge across the river in place of the present Brookline Street Bridge have a bearing on the location of the overhead crossing. It is hoped that, before the completion of the Esplanade to Brookline Street, some determination in regard to these various questions will be had.

In this connection, a reference may be had to the question as to the location of any dam across the river. In 1898, permission was given to the Metropolitan Park Commissioners to construct a dam at St. Mary's Street in Boston to the Cambridge side after having obtained consent of the United States authorities. Considerable objection has since been made to a dam at that point by the boating interests, who fear that it would be an obstruction to their straightaway course and thereby diminish the interests of boating. There are many people also who are very strongly in favor of a dam at or in the vicinity of Craigie Bridge. It has always seemed to your Commissioners that the logical location for a dam was at

Craigie Bridge. They favored the passage of the act providing for a dam at St. Mary's Street, but largely for the reason that it would arouse a public sentiment which would force the selection of the best location. Looking at the question broadly and without reference to private interests, there can be little doubt that a constant level of water throughout the whole basin would be far more attractive and useful than with conditions as they are at present. The Commissioners believe that some immediate action should be taken by the Metropolitan Park Commissioners either under the Act of the Legislature or in the direction of legislation for the Craigie Bridge location.

During the year the Metropolitan Park Commissioners have constructed a parkway through the Lowell Memorial Park from Mt. Auburn Street to Brattle Street and continued the same through private property to Huron Avenue, calling the same "Fresh Pond Parkway." This is intended as a portion of the connection between Charles River and the Mystic Valley Park System, the intention being to extend the same, when demanded, from Mt. Auburn Street to the river at what was formerly Gerry's Landing, there connecting with the Cambridge Park System and by a new bridge with the Speedway, and from Huron Avenue around and through the Fresh Pond Reservation to Spy Pond in Arlington and thence to Mystic Valley System. To make the necessary connection with the Speedway a new bridge will be required at Gerry's Landing. It is hoped that these connections may soon be made and that the bridge shall be of a style of construction suitable for its location, its use, and to insure permanency. The present terminus of the State Boulevard is at Huron Avenue. The Parkway has been carried through to Huron Avenue at a width of seventy feet. The City should take steps looking toward the construction of a new bridge over the Fitchburg Railroad to the full width of the Parkway and should widen the present roadway leading from Huron Avenue to Fresh Pond, in order that there should be a continuous driveway of uniform width. The connection between Fresh Pond and the Mystic Valley System is one which we trust will be undertaken by the State in the immediate future.

The matter of the rebuilding of the bridges across the Charles River is one which greatly concerns the Park Commissioners and the City. Under the present requirements of the United States authorities with reference to drawless bridges, such an elevation is required as to necessitate a large amount of work and expense in the construction of approaches. The river park driveways must encounter these approaches at every bridge, and the question whether the park driveways shall go under, or over, or on a level with these approaches is a serious one. The City, through its Park Commissioners, should have equal rights with the Bridge Commissioners in determining the character of the approaches.



BATH HOUSES AT CAPTAIN'S ISLAND.

THE ESPLANADE.

After many delays the construction of Riverbank Court, the new apartment hotel at Harvard Bridge, was begun in the spring. It was felt that the City must do its part towards making the surroundings attractive, and to that end undertook the completion of that part of the Esplanade which lay between West Boston Bridge and the terminus of the sea wall westerly of Harvard Bridge. For the protection of the public it was found necessary to erect an iron fence along the sea wall, but upon examination of the wall it was found that, either because it was imperfectly constructed or because of settlement, a large part of the wall needed to be reset and ballasted along practically its entire length. This work has been done. The iron fence has been erected along most of the wall and considerable work has been done in the way of surfacing and planting trees and shrubs. In response to requests from the Humane Society, the Commissioners have placed iron ladders at intervals of about three hundred and fifteen feet on the outside of the sea wall. Some work has been done by way of extension of the Esplanade up the river, but the bulk of the work has been to bring the uncompleted portion into a completed state.

CAPTAIN'S ISLAND.

The experience of the summer of 1899 convinced the Commissioners that there was a very decided popular demand for a bathing beach at Captain's Island. During that summer over twenty thousand people bathed at that beach. Anticipating that the number would increase rather than diminish the Commissioners decided that it was advisable to increase the bathing area. This was accomplished by an extension up river and regrading of the former beach for about six hundred and fifty feet, making a total frontage of eight hundred and fifty feet, diminishing the former slope of the original beach, thereby increasing the number of hours when the depth of water was suitable for bathing. The matter of accommodation of the bathers was one which gave and has given the Commissioners considerable perplexity. A bath house adapted to the purpose and suitable for erection on the park property was found to be quite expensive. It was felt that the time was not ripe to enter into any large expense and that, for the present at least, some temporary requirements only should be provided. Accordingly, the Commissioners erected with reluctance two temporary wooden bath houses, one for men and the other for women, leaving the stone magazine for use of boys, and with these limited accommodations over sixty thousand persons bathed during the last summer.

The demand, however, exceeded the supply. The bath houses proved insufficient for the numbers who desired to use them, and the Commissioners, now foreseeing that the use of the beach will increase each year, are obliged to recommend that a loan be provided which shall be sufficient to erect a permanent bath house and one calculated to meet, not only the present requirements, but those of many years to come. Otherwise, there can be at best a series of wooden sheds, which, while not costly, are unsightly, liable to burn down or be blown down and must of necessity have to be frequently renewed.

BOYLSTON STREET.

The construction of the new University boat house on the Boston side of the river has caused the abandonment of the old boat houses at the foot of DeWolf Street. These will be at once removed. As stated in the report for 1899, the Commissioners will terminate the tenancy of Richardson & Bacon this winter and proceed to remove their coal sheds. The result will be to open up the river from Boylston Street down to Western Avenue, and although the Commissioners do not expect to do any construction work on that section during the coming year, they will endeavor to make the river bank more attractive in such ways as are at their disposal.

HOSPITAL RIVER BANK.

The construction of the beach was undertaken in the spring and has been completed. The loam is in place for trees, which will be set out in the spring, and by permission of the trustees of the hospital, tree-pits have been dug and loam placed therein for a row of trees on the hospital property just inside of the line of the park taking. A little work on the path will be required in the spring in order to bring that section to a completed state.

RIVER PARKWAY.

The Commissioners realize a constantly increasing popular demand for the completion of the river road from Harvard Bridge to Boylston Street. The demand comes from all classes, the poor and the rich alike. Such portions of the road as have been completed have only whetted the popular taste, and it is only natural that such should be the case. The improvement of the unsightly banks, the improvement of the river by the dredging for material to use on the banks, the improvement of the abutting and adjacent property, the opening of a new and ornamental thoroughfare, the attractive appearance of the reservations, the pride that every citizen takes in viewing a public work well done, account for the pressure

SHORE WEST OF WESTERN AVENUE.



which the Commissioners feel and find it difficult to forestall. The Commissioners are not only alive but responsive to the demand, and believe and recommend that the work should proceed without delay or interruption.

CAMBRIDGE AND SOMERVILLE BOULEVARD.

It is hoped the State will recognize this necessity of a connection between the Fells and Charles River and that it will authorize a sufficient loan to enable the Metropolitan Park Commission to build it at once. The reasons assigned by the Governor for his veto last year do not now prevail. The people of Boston and Cambridge demand a direct and continuous approach to the Fells. The people of Somerville and the towns beyond, a similar approach to Charles River and the Fens.

The connection should be a broad, continuous parkway with accommodations for car lines and light driving, with a possible provision for heavy teaming as well over some sections of the parkway.

The expenditure of money necessary for such a parkway will meet with popular approval, as it will make the great wooded reservation of the Fells and the boating privileges of the Charles available and accessible to the whole public.

SHADE TREES.

The Commissioners have been able to employ a tree inspector during the past season, who has made a systematic examination and written report of all the trees on every street in the City, from which it appears that there are over twenty-two hundred trees requiring immediate attention, and over twenty-nine hundred other trees requiring attention of one sort or another. The Commissioners are very desirous of doing the work called for by his report, but it will require a considerable addition to the maintenance appropriation. When the work has once been done, it is believed that there will not be much trouble or expense in keeping the trees in good condition. It must be remembered that very few of the trees in the City have ever received a moment's attention of any sort during their lives, which vary from one to one hundred years.

PEARL STREET TREES.

During the spring, the City Council voted to lay brick pavement on Pearl Street. By examination, it was found that many of the trees on the street were in bad condition, and that many others projected into the street to a sufficient extent to be dangerous to travel. The Commission, after many hearings and many vigorous remonstrances, finally decided to remove thirty-six trees. In deference to many requests, it left a number

of trees in place which it would otherwise have removed on the ground that they were a possible danger. Since the work of the reconstruction of the street has been completed, the Commissioners are convinced that it would be better to have removed all the trees, whether good or bad, which in any way projected their trunks sufficiently into the street to come in contact with the hub or rim of the wheel.

FUTURE CONSTRUCTION.

The extension of the Esplanade to Brookline Street will be the principal work of the Commissioners during the coming year.

The dyke at the upper end of the bathing beach will, if their means permit, be extended to River Street.

Whatever other construction work is undertaken will be merely in bringing incomplete work to completion.

COST OF PARK WORK.

From the beginning of park construction in 1893 to and including the year 1900, the City has issued in payment therefor its 3½ and 4 per cent thirty and forty-year bonds, amounting to \$1,163,098.15. Of this amount, \$84,988.52 was spent in 1900.

The interest and sinking fund charges in 1900 were \$59,400.00. The appropriation by the City Council for maintenance was \$21,469.07 (\$1,469.07 being revenue received from the bath houses).

The total amount raised by tax levy is \$79,398.46, an increase over 1899 of \$9,771.45. Of the increase \$5,501.45 is due to an increase in the maintenance appropriation, and \$4,270.00 to interest and sinking fund charges on the issue of bonds in 1900 of \$100,000.00.

Based upon the 1900 census (91,886) the cost per capita of park construction and maintenance in 1900 is eighty-six cents.

Based upon the 1900 tax rate of \$16.90 per thousand, eighty-four cents represent the cost on \$1,000 to each tax payer.

FINANCIAL STATEMENT.

PARK LOAN.

Amount appropriated December 29, 1899	· · · · ·	\$27,581 70
Amount appropriated April 3, 1900	· · · · ·	50,000 00
Amount appropriated July 5, 1900	· · · · ·	50,000 00
		\$127,581 70

PARK MAINTENANCE.

Amount appropriated April 3, 1900	· · · · ·	\$20,000 00
Revenue from Bath Houses	· · · · ·	1,469 07
		\$21,469 07



During the year bills payable from Park Loans have been approved by the Board and certified to the Auditor to the total amount of \$84,988.52, as follows:—

PARK LANDS AND CONSTRUCTION.

During the year bills payable from Park Maintenance have been approved by the Board and certified to the Auditor to the total amount of \$21,467.53, as follows:—

Shade trees	\$4,696 38
River Parkway, Section G	3,206 14
Cambridge Field	3,189 38
Bath House, Section D	2,817 75
The Shelter	2,524 39
Commons and squares	2,484 01
Public grounds	2,102 89
General account	304 89
Rindge Field	141 70
 Total amount expended	 \$21,467 53
 Balance unexpended	 \$1 54

From the above it will be seen that the amount expended during the year under Park Loans was divided as follows:—

Construction account	\$83,137 21
Land account	1,851 31
Total	\$84,988 52

A detailed classification of the expenditures will be found in the report of the General Superintendent.

Since the beginning of the work in 1893, there has been expended to date, of money raised under Park and Esplanade Loans, the sum of \$1,163,098.15.

The division is as follows:—

<i>River Parkway, Section A.</i>			
Construction account	\$154,341 21		
Land account	1,901 83		
		\$156,243 04	
<i>River Parkway, Section B.</i>			
Construction account	81,212 42		81,212 42
<i>River Parkway, Section C.</i>			
Construction account	2,863 34		
Land account	6,501 89		
		9,365 23	
<i>River Parkway, Section D.</i>			
Construction account	79,397 93		
Land account	95,047 25		
		174,445 18	
<i>River Parkway, Section E.</i>			
Construction account	18 75		
Land account	25 00		
		43 75	
<i>River Parkway, Section F.</i>			
Construction account	22,329 33		
Land account	66,432 36		
		88,761 69	
<i>River Parkway, Section G.</i>			
Construction account	120,528 21		
Land account	85,614 82		
		206,143 03	
<i>River Parkway, Section H.</i>			
Construction account	11,426 49		11,426 49
<i>Cambridge Field.</i>			
Construction account	124,417 65		
Land account	78,884 85		
		203,302 50	
<i>East Cambridge Embankment.</i>			
Construction account	86,755 34		
Land account	45,231 40		
		131,986 74	
<i>Rindge Field.</i>			
Construction account	8,813 94		
Land account	31,461 85		
		40,275 79	
<i>Broadway Park.</i>			
Construction account	11,308 65		11,308 65

<i>Nursery.</i>			
Construction account	· · · · ·	4,470 02	4,470 02
<i>Winthrop Square.</i>			
Construction account	· · · · ·	1,866 26	1,866 26
<i>Hastings Square.</i>			
Construction account	· · · · ·	943 61	943 61
<i>Washington Elm.</i>			
Construction account	· · · · ·	466 98	466 98
<i>General Account.</i>			
Construction account	· · · · ·	34,622 26	34,622 26
<i>Office Expenses.</i>			
Construction account	· · · · ·	10,708 90	<u>10,708 90</u>
Less Park revenue for 1894 and 1896 merged into land and		\$1,167,592 54	
construction accounts		<u>4,494 39</u>	
		\$1,163,098 15	

Of the whole amount of Park Loans expended to December 1, 1900, 35 per cent. has been for land and 65 per cent. for construction, as follows:

Land account (less "revenues")	· · · · ·	\$406,606 86
Construction account	· · · · ·	<u>756,491 29</u>
		\$1,163,098 15

Respectfully submitted,

GEO. HOWLAND COX,
WILLIAM M. RICHARDSON,
EDMUND REARDON,
} *Park Commissioners.*

REPORT OF THE GENERAL SUPERINTENDENT OF PARKS

CAMBRIDGE, December 1, 1900.

To the Board of Park Commissioners of the City of Cambridge:—

GENTLEMEN:—I have the honor to present my fourth annual report as General Superintendent of Parks, covering the financial year 1900.

RIVER PARKWAY.

SECTION A.

The chief work at this section this year, was the surfacing of the inner road from Section B to Main Street. A clayey gravel was spread over the surface of the road, which had been built of river gravel, to a depth of about two inches. The clayey material was thoroughly mixed with the river gravel, by means of a harrow, and the whole rolled with a twelve ton roller. This treatment produced a very durable surface which should last until it is thought best to macadamize the road.

Early in the Spring trees were set out on either side of both roadways, in the spaces prepared in the previous Fall, from Section B to within five hundred feet of Main Street. The trees planted were the same as those at Section B—Norway maples.

It is desirable that the watering system should be installed at this section early next year, as the new trees will necessarily require considerable water.

Edgestone was set at the cross streets, life ladders were placed on the sea wall about three hundred and fifteen feet apart, and about seventy-nine feet of iron fence were continued along the sea wall from Section B.

SECTION B.

When it was decided to erect an iron fence on the sea wall in front of the Esplanade, the sea wall was found to have settled so much out of line and grade that it would be necessary to reset most of it before erecting the fence. On account of improper foundation and settlement, the wall had gotten out of line, in some cases as much as 9.6 inches and out of grade as much as eighteen inches. The wall was reset to grade 21, or six inches below the original grade.

The requirements in resetting west of Harvard Bridge were of a miscellaneous a nature that it was deemed best to do the work by the day.

1 sloop, engine, tools and men were engaged at a cost of \$20.00 per 7. About 1,658 feet of wall were reset, the work varying from merely setting the coping to resetting the wall to its full depth.

The work of resetting the wall east of Harvard Bridge seemed to be such uniform character, that proposals were obtained from four contractors for doing the work. The lowest bid received, \$3,365.00, was felt to be too high so the work was carried on by day work, as in the resetting of Harvard Bridge. This work cost \$1,520.95 or over 50 per cent. less than the price of the lowest bidder.

The total amount of wall reset on both sides of Harvard Bridge was about 3,213 feet and the total cost \$3,137.95.

At the same time the wall was substantially ballasted with broken stone at a cost of \$2,831.15, or \$1.35 per cubic yard.

In June and July contracts were awarded for erecting 3,745.48 lineal feet of iron fence along the sea wall, 79.12 feet for Section A and 3,666.36 feet for Section B. The contract prices were \$1.41 $\frac{1}{2}$ per lineal foot for 36.15 feet, and \$1.30 per lineal foot for 2,609.33 feet.

Iron life ladders have been placed about three hundred and fifteen feet apart on the face of the sea wall, from West Boston Bridge to the end of the wall west of Harvard Bridge. These ladders cost \$18.75 each place.

Considerable ashes and filling were received and used in extending the roadways and sidewalks to Section C.

Edgestone was set on the cross streets and in front of the Riverbank Court, asphalt crossings were laid along the west side of Massachusetts Avenue and a granolithic sidewalk was laid in front of the Riverbank Court. The City paid the cost of setting the edgestone in front of the Riverbank Court, and six cents per square foot of the cost of the granolithic sidewalk.

Aside from the work above mentioned, the chief expense was in keeping care of the grass and planted spaces. Four men were employed most constantly, in season, keeping the large area of grass in good condition. I would recommend that the central grass spaces, on either side of Massachusetts Avenue, be cut up into paths according to the plan adopted. This would save considerable in the maintenance of the section.

SECTION C.

The construction of Section C, between Brookline Street and the planade, was commenced this year, but not carried on to any great extent. Whenever filling material was obtainable at reasonable prices, it is purchased and used in building the inner roadway. Considerable

material was gotten from back of the sea wall at Section B, where t ballasting was done, and used in grading up the sidewalks. Some of t material which was thrown up from the Robinson Street sewer w secured, at a cost of $16\frac{2}{3}$ cents per cubic yard, being the cost of teaming.

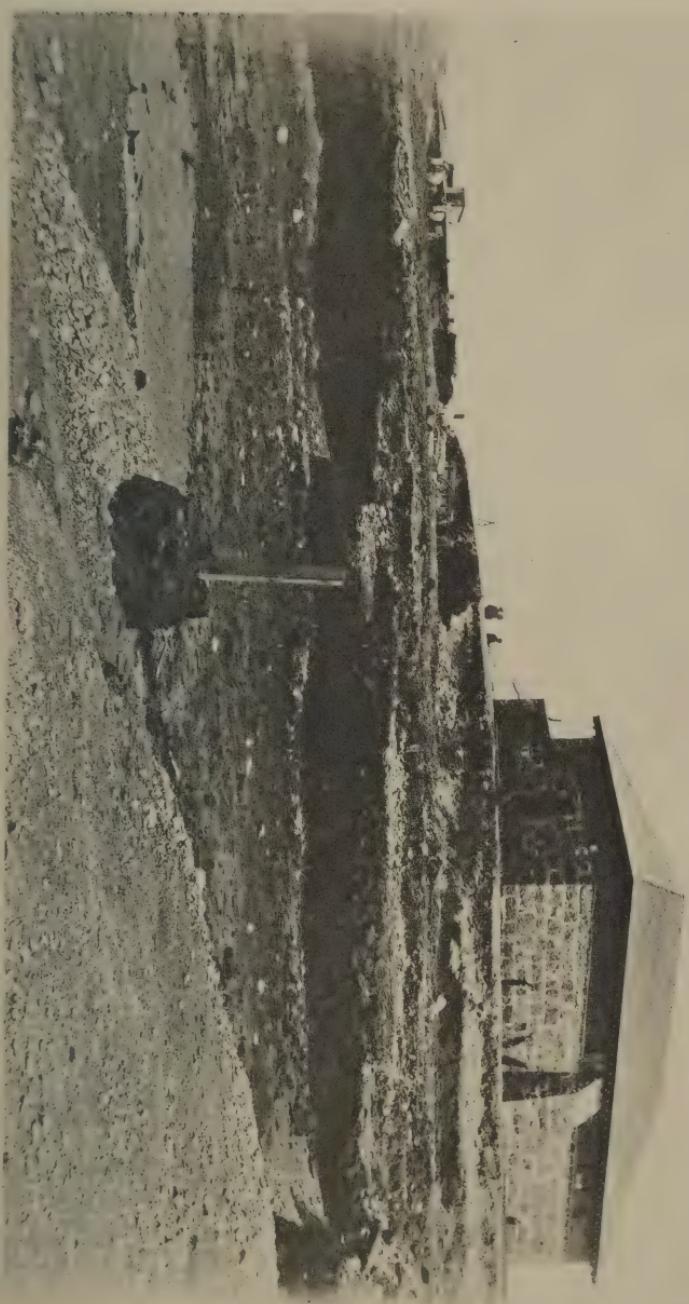
Soundings, wash borings and estimates were made by the engineer for filling the whole section with material to be dredged from the river.

SECTION D.

During the winter months ashes at twenty-eight cents per cubic ya and filling at twenty-five and thirty cents per cubic yard were receiv and spread on the park road between Magazine and Brookline Street bringing the road up to sub-grade. The contract for binding gravel, whic was extended from 1899, was then completed, and early in the summ the road was thrown open to public travel. The tree pits on either si of the road were dug, filled with loam and the trees, red oaks, set out.

In March proposals were asked for, for cutting away about 13,000 cubic yards of marsh along the river bank, from the foot of Magazi Street, westerly, and delivering part of the same on the playfield east Magazine Street, part on the site of the proposed bath house and t remainder on the site of the proposed dyke, near the foot of Pleasant Street. The contract was awarded to the lowest bidder at a price of thirty-fo cents per cubic yard, and the work commenced in April and finished July, 10,800 cubic yards having been excavated. In May a contract w made with the Eastern Dredging Company, for dredging about 8,000 cub yards of mud from the foot of the proposed beach. The amount dredg under this contract was 8,460 cubic yards. Besides these two contract considerable material was excavated by the department in the constructio of the beach. The beach was surfaced with river gravel to a depth of o to two feet, using 7,519 cubic yards, at a cost of \$4,465.30 or about 59 cents per cubic yard.

The plan of Olmsted Brothers for the construction of the new beach contemplated a cut in the former beach and in the marsh westerly, of variable depth from nothing at the centre line of Magazine Street, about twelve feet in front of the Magazine Building, to about five feet the westerly end of the beach. The construction, as carried out in accor ance with the plan, forms a deep recess or cove in the former marsh as island, in which the water is comparatively quiet. The slope of the ne beach is so much flatter than that of last year's beach that there is sa bathing at almost all hours of the tide. The beach is about 850 feet lo and varies in slope from nine to one at the steepest part, to fifteen to on at the flattest.



CAPTAIN'S ISLAND BEACH.

The change in construction of the beach necessitated some slight changes in the former lay out of the island, but these were easily made. The change of most importance was in front of the old Magazine Building, where a cut of twelve feet required that a retaining wall and steps be built.

In June a contract was awarded for the building of two temporary wooden bath houses at the top of the beach, on the site of the proposed permanent bath house. These bath houses are rather crude affairs, each consisting of a main room $26\frac{1}{2} \times 12$ feet, with a wing on either side, of twenty-four dressing rooms each. The size of these rooms is $4\frac{1}{2} \times 4$ feet. In each house two of the $4\frac{1}{2} \times 4$ feet rooms were combined, making an office where an attendant dispensed suits and towels. In the women's house six of the rooms were combined for the use of smaller girls, and one room was used for a shower bath. In the men's house two shower baths were put in.

The following schedule of prices prevailed:—

Suit, towel and locker accommodation	10 cents.
Suit, towel and dressing room	15 cents.
Dressing room without suit	10 cents.
Extra towels, each	3 cents.

It was estimated that over sixty thousand persons availed themselves of the bathing privileges between June 18 and September 22. The largest number noted on any one day was twenty-five hundred. Very often on warm Sundays or holidays the supply of suits and locker accommodations was found to be much too small. If the number of suits, towels and locker accommodations were doubled next year it would be none too large. Considerable inconvenience was experienced in the laundering of the suits and towels, which was done by one of the local laundries. No suit or towel was used more than once, before being laundered, and as the laundering took about a day, about half the suits were out of service most of the time. The laundering this year cost \$436.43. I think it would be advisable to establish a small laundering plant at the bath houses, in order to save time and expense and so that the suits and towels could be used several times in the same day.

The old Magazine Building, which was remodeled last year into a locker house, was used by the boys and accommodated thousands, but even this was too small to meet the requirements of warm days.

The buildings were open to the public from 10 o'clock A. M. to 9 o'clock P. M. on week days, and from 9 o'clock A. M. to 6 o'clock P. M. on Sundays.

The beach was lighted with three arc lights placed on poles in the water.

Seats were erected along the top of the beach at three different points.

Two attendants were employed in each of the buildings, and three life guards and a police officer were on duty on the beach. No serious casualties were reported and the beach seemed perfectly safe even for the smallest children.

The conduct of the visitors to the beach was excellent and reflected credit on the officer in charge.

Last winter an attempt was made to flood a portion of the play-field for skating purposes, but on account of the porosity of the ground and the short season of cold weather, no success was met with.

Watering, drainage and lighting systems have been established on the Captain's Island portion of the section.

Charles River Road from Magazine Street to Brookline Street has been lighted with the Welsbach Self Generating Lamps.

Trees, shrubbery and grass have been planted on Captain's Island in the spaces prepared last year.

Edgestone was set on Charles River Road at Magazine, Pearl and Brookline Streets and on the driveway loop near the beach.

SECTION F.

The only work of importance at this section was the building of a new float and two new runs for the Weld Boat House.

SECTION G.

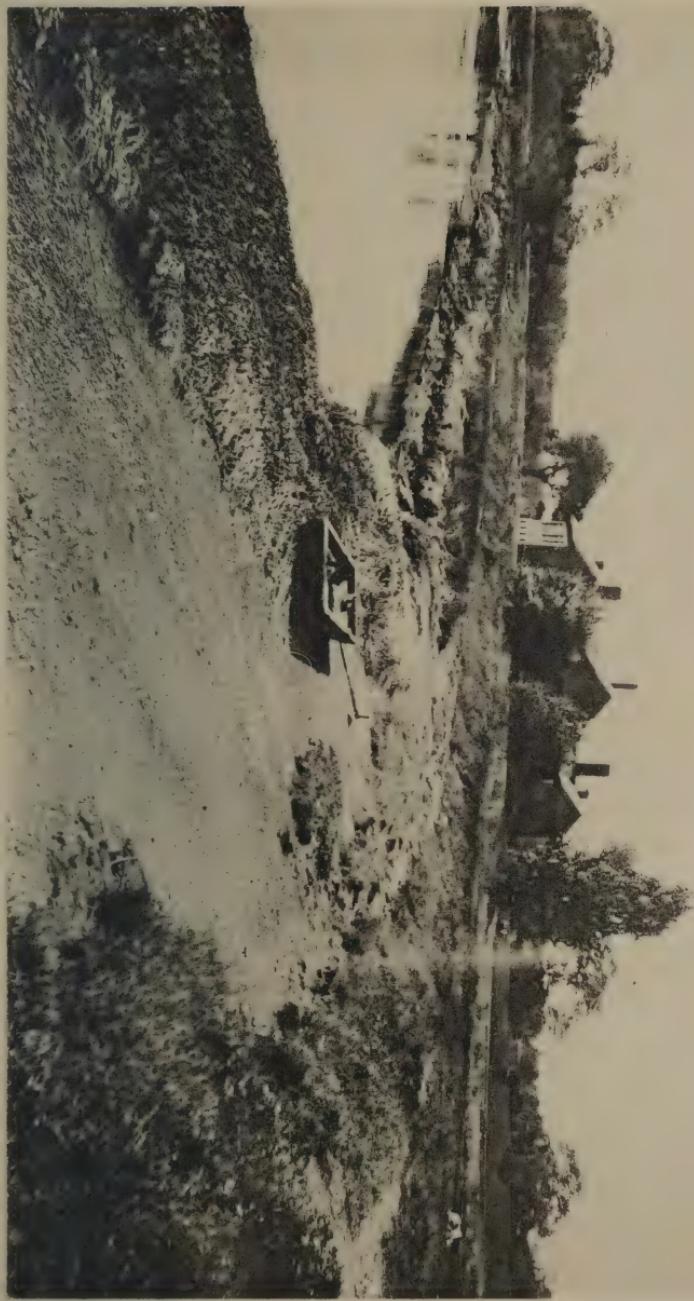
Edgestone was set on the west side of Boylston Street, at the foot of Murray Street and at old Bath Street.

A brick sidewalk was laid from Mt. Auburn Street to Charles River Road where Bath Street formerly stood.

I would recommend that the proposed seat around the large Lowell Willow be built next spring.

SECTION H.

In December, 1899, a contract was made with the Eastern Dredging Company to furnish between 18,000 and 22,000 cubic yards of material and construct the beach from Section G to the Metropolitan Reservation west of the Cambridge Hospital. This contract was completed in May, 19,563 cubic yards of material having been delivered at a cost of \$9,781.50 or fifty cents per cubic yard; 485 cubic yards of mud were dredged in laying the extension of the Lowell Street sewer at a cost of thirty cents per cubic yard.



SECTION H. 1899.

Loam has been placed in the planting and tree spaces and, aside from the drainage and watering systems, very little more work will be required to complete the section.

The walk will need some binding material for surfacing and the loam spaces some slight grading.

SHADE TREES.

Considerably more work was done upon the shade trees this year than in former years for three reasons, viz.:—

First. More requests were received for tree work.

Second. The reports of the tree inspector showed a great deal of work needing immediate attention; and

Third. The severe wind storms of July 18 and September 12 made considerable work necessary.

The appropriations for the care of our trees have never been sufficient to allow of a systematic treatment of the trees, nor even have they been sufficient to allow of enough work to satisfy the requests of individuals, for work on the trees. This fact is, to a certain extent, responsible for the present condition of the trees. In very few cases have we been able to trim trees to aid their growth, but the trimming done has been merely to remove dead wood, or where limbs interfered with buildings or traffic, or where there was too much shade, as per requests received at the Park office.

Trees growing in city streets necessarily require a great deal more care than those growing in the forests. In the streets, the water which should be allowed to soak into the ground around the roots of the trees, is quickly carried off, by macadamized streets and paved gutters, to the sewers, so that but a very small proportion ever reaches a tree root.

The construction of our modern streets is very hurtful to trees. The grade of a street is often established years before the street is constructed. The tree roots grow to conform to the elevation of the ground in which the trees are planted. Sewer, gas and water pipes are laid, and if the roots are encountered, they are either seriously injured or destroyed entirely. Then the process of street construction begins! The road bed is, in many cases, either raised or lowered from the natural elevations, and so the tree roots are either too deeply buried or are cut. Curbing and sidewalks are laid, and rather than deviate in line or grade, tree roots, if they are in the way, must be sacrificed. Leaks from gas pipes are as great, if not a greater menace to trees than the processes of street construction.

One can see that such conditions must be very hurtful to the welfare of the trees. The injury may not be apparent in a month or a year, but it will surely be noticed sooner or later. In order to get good results

from tree planting under these conditions, extra care must be taken of the trees. When they show a lack of vigor, the cause should be ascertained, and, if possible, remedied. The trees should be pruned little or much, as the case may be, in order to force new life into the roots. Perhaps the roots need moisture or new earth, or perhaps there is a leak in a gas main in the vicinity, which would not be discovered until the ground were broken into.

The effect of one or more of these causes is noticed in the condition of the trees on Hampshire Street, near Prospect Street, on Broadway between Ware and Prescott Streets, on lower Broadway and on lower Harvard Street. In these places large elm trees have been killed and it is supposed that gas has been the destroying agent.

There are at present a great many dead trees in the streets, which have been dead for several years, and are considered dangerous. There are also many trees with dangerous dead limbs. These are being removed as rapidly as possible.

The two severe storms of July 18 and September 12 were disastrous to our trees. Many large trees were blown over and a great many large limbs were broken from trees. In these latter cases, large wounds were left in the trees, which should be treated with a tar covering at once. Maple Avenue gives the best example of such need.

Immediate steps should be taken to preserve some of our largest and best elm trees which are fast dying off, especially on Harvard Street, Broadway, Oxford Street and Massachusetts Avenue. A great deal of judicious trimming is needed to be done at once.

A great many trees planted two or three years ago need resupporting.

During the months of July and August a careful and systematic inspection was made of all of the City trees. The inspector made a list of dead trees, trees with dead wood in them, trees needing wire guards, trees on which wire guards need repairing, trees needing trimming and trees needing cleaning of caterpillars, etc.

The work indicated by the reports of the inspector should be done systematically by a gang of men who should do nothing else.

I would respectfully recommend that a force of four men, under the direction of a foreman, be put to work on a systematic treatment of the trees. This would cost \$86.00 per week including cost of team.

The work done on trees this year was as follows: —

724 Trees trimmed.

810 New wire guards put on.

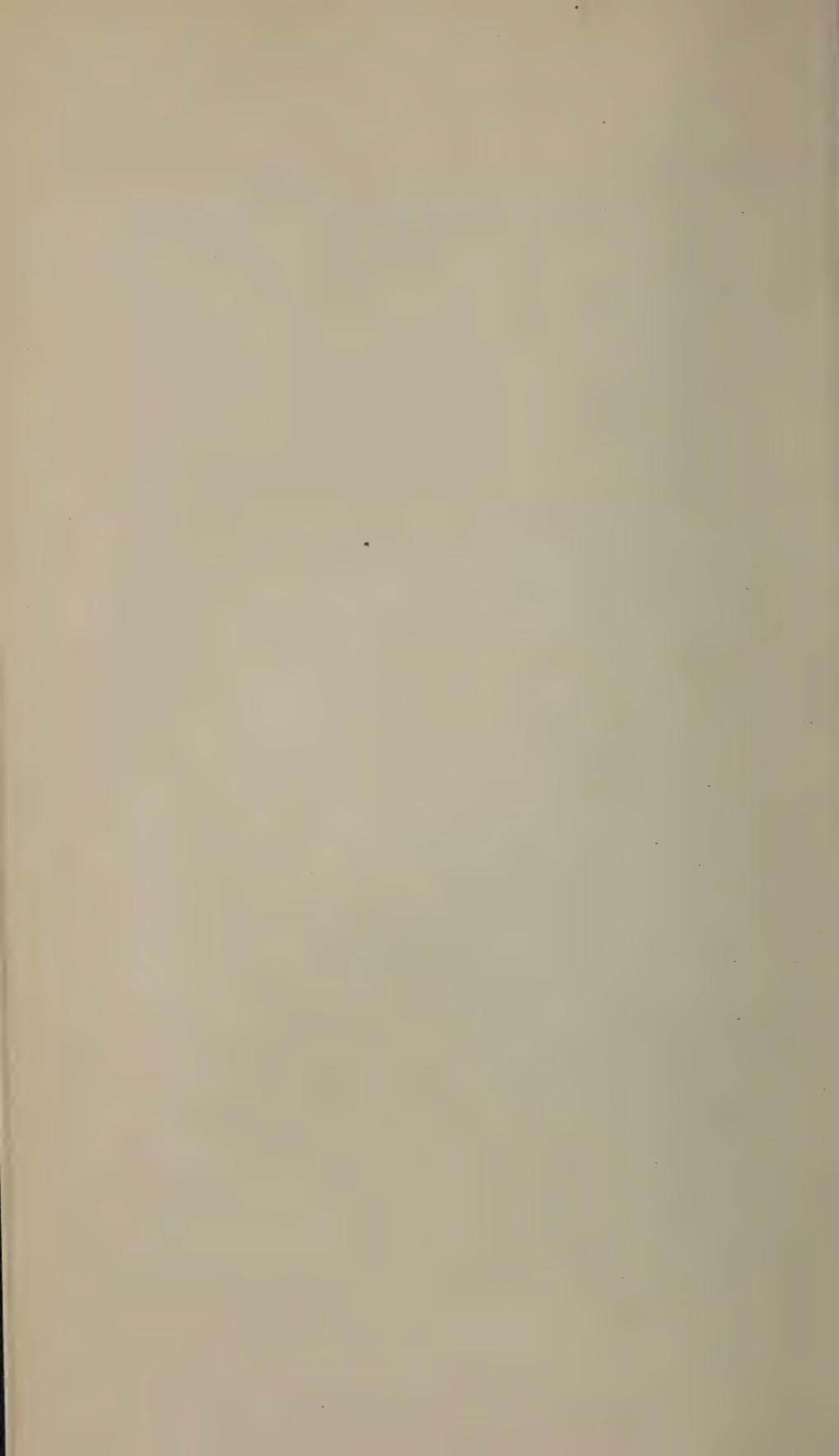
2,474 Wire guards repaired.

24 Trees cleaned.

1 Tree braced and bolted.



SECTION H. 1900.



29 Heads of trees removed (work of removing not completed).
 148 Trees removed (dead, dying, unsafe or by petition) as follows:—

Ulmus Americana	.	.	.	.	.	.	66
Acer saccharinum	.	.	.	.	.	.	32
Populus candicans	.	.	.	.	.	.	10
Tilia Americana	.	.	.	.	.	.	9
Fraxinus Americana	.	.	.	.	.	.	8
Æsculus hippocastanum	.	.	.	.	.	.	7
Acer dasycarpum	.	.	.	.	.	.	5
Acer rubrum	.	.	.	.	.	.	5
Ulmus campestris	.	.	.	.	.	.	2
Acer platanoides	.	.	.	.	.	.	1
Prunus avium	.	.	.	.	.	.	1
Salix alba	.	.	.	.	.	.	1
Populus alba	.	.	.	.	.	.	1

148

254 Trees planted (including replacing of dead trees) as follows:—

Ulmus Americana	.	.	.	.	.	.	135
Acer platanoides	.	.	.	.	.	.	58
Acer saccharinum	.	.	.	.	.	.	33
Fraxinus Americana	.	.	.	.	.	.	28

254

Thirty-three petitions for the removal of trees have been received by the Board, twenty-five of which have been granted.

PUBLIC GROUNDS.

Grass and shrubbery have been planted at the Latin School and Peabody School grounds. Edgestone and sidewalk should be set on the Ellery Street and Trowbridge Street sides of the Latin School grounds.

The grounds of the Felton and Wellington Schools have been remodeled, the expense being paid by the Public Building Department. Grass and shrubbery will be needed at these grounds next year.

The remodeling of the Public Library grounds, which was commenced in 1897, should be completed as soon as possible.

CAMBRIDGE FIELD.

Cambridge Field has been enjoyed by the usual large number of people who have participated in the many pastimes of this popular place.

The field was flooded for skating the last of December, but owing to the very short season of cold weather there were only fourteen days when the ice was in good condition. In these fourteen days it was estimated that over nineteen thousand people enjoyed the skating.

The usual attention was given to the grass and shrubbery, requiring the service of four men throughout the season.

No construction work has been done this year at Rindge Field, East Cambridge Embankment, Public Library grounds or at any of the commons and squares.

I would respectfully recommend that a suitable stable and yard be secured for the department, to concentrate and facilitate the repair work of the department. The stable should have accommodations for four horses and the accessories. There should be a large work-shop where tree guards could be made and repaired, and where general repair work could be carried on.

THE YEAR'S EXPENDITURES.

The expenses of the department for the year are shown in the following summary of the departmental accounts:—

PARK LOANS.

Amount appropriated Dec. 29, 1899	· · · · ·	\$27,581 70
Amount appropriated April 3, 1900	· · · · ·	50,000 00
Amount appropriated July 5, 1900	· · · · ·	50,000 00
		<hr/> \$127,581 70

EXPENDED.

River Parkway, Section A.

Gravel	· · · · ·	\$564 12
Pay roll	· · · · ·	555 29
Edgestone and edgestone setting	· ·	374 19
Teaming	· · · · ·	307 25
Loam	· · · · ·	189 00
Lighting	· · · · ·	151 41
Use of steam roller	· · · · ·	146 67
Iron ladders on sea wall	· · · · ·	112 50
Iron fence on sea wall	· · · · ·	102 86
Engineering	· · · · ·	57 88
Tree poles	· · · · ·	36 36
Wooden fence	· · · · ·	27 50
Repairing watering system	· · · · ·	20 08
		<hr/> \$2,645 11

River Parkway, Section B.

Pay Roll	· · · · ·	\$6,848 78
Iron fence on sea wall	· · · · ·	4,905 66
Resetting sea wall	· · · · ·	3,137 95
Ballast	· · · · ·	2,831 15
Ashes	· · · · ·	2,053 17
Engineering	· · · · ·	1,066 99
		<hr/> \$2,645 11

Amounts carried forward · · · · · \$20,843 70 \$2,645 11 \$127,581 70

Amounts brought forward	\$20,843 70	\$2,645 11	\$127,581 70
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Filling	981 27
Edgestone and edgestone setting	950 82
Teaming	567 45
Lighting	281 21
Iron ladders on sea wall	243 75
Granolithic sidewalk	190 67
Street crossings	116 63
Loam	81 00
Shrubs	64 95
Tree poles	64 80
Wooden fence	27 50
Lumber	23 81
Sample fence	11 00
Hardware	10 74
Stakes for engineers	9 50
Printing and advertising	4 42
Coal	3 00
Sign	1 75
Freight	1 67
Labor on sign post	1 50

	\$24,481 14
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River Parkway, Section C.

Witness fees in case Norcross vs. City	\$1,075 00
Ashes	924 30
Filling	770 31
Reporting case, Norcross vs. City	659 91
Engineering	498 89
Pay roll	336 59
Copies of hearing in case Norcross vs. City	52 80
Carriage hire in case Norcross vs. City	35 00
Supplies for wash borings	33 99
Lumber	30 14
Printing and advertising	22 47
Examination of titles, etc., in case Norcross vs. City	15 00
Hardware	11 40
Expenses of City Solicitor in case Norcross vs. City	10 20
Recording documents in case Norcross vs. City	3 40
Teaming	2 25
Recording documents	1 87

	\$4,483 52
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River Parkway, Section D.

Construction of beach	\$10,675 30
Pay roll	8,364 68
Teaming	2,653 80
Gravel for road	2,244 48
Building wooden bath houses and extra work	1,947 14
Engineering	1,502 11
Ashes	1,100 92

	\$31,609 77	\$127,581 70
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Amounts carried forward	\$28,488 43
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<i>Amounts brought forward</i>	•	•	•	•	•	\$28,488 43	\$31,609 77	\$127,581 70
Loam	•	•	•	•	•	752 94		
Filling	•	•	•	•	•	743 80		
Remodeling old Magazine Building	•	•	•	•	•	616 27		
Drainage system	•	•	•	•	•	470 14		
Edgestone and edgestone setting	•	•	•	•	•	443 48		
Lighting	•	•	•	•	•	418 21		
Lumber	•	•	•	•	•	242 94		
Sods	•	•	•	•	•	220 50		
Lawn seats	•	•	•	•	•	178 86		
Watering system and repairs	•	•	•	•	•	177 27		
Telephone service	•	•	•	•	•	106 51		
Miscellaneous supplies for bath houses	•	•	•	•	•	103 85		
Shrubs	•	•	•	•	•	85 60		
Stakes for engineers	•	•	•	•	•	84 25		
Signs	•	•	•	•	•	78 90		
Architect's services	•	•	•	•	•	75 00		
Tools and hardware	•	•	•	•	•	45 08		
Shower baths	•	•	•	•	•	44 41		
Lawn seed	•	•	•	•	•	30 00		
Drinking fountain and setting same	•	•	•	•	•	29 85		
Rubbish barrels	•	•	•	•	•	21 00		
Life line	•	•	•	•	•	20 07		
Printing and advertising	•	•	•	•	•	11 53		
Blacksmithing	•	•	•	•	•	7 95		
Coal	•	•	•	•	•	5 88		
Stove pipe	•	•	•	•	•	5 05		
Black prints and blue prints	•	•	•	•	•	3 12		
Expert services of life guard	•	•	•	•	•	3 00		
Freight	•	•	•	•	•	2 04		
Recording documents	•	•	•	•	•	1 65		
Setting level bolts	•	•	•	•	•	1 25		
Barrel for drain	•	•	•	•	•	20		
							<u>\$33,519 03</u>	

River Parkway, Section F.

New float for boat house	•	•	•	•	•	\$365 00
New runs for boat house	•	•	•	•	•	226 12
Lighting	•	•	•	•	•	63 80
Repairing watering system	•	•	•	•	•	39 73
Engineering	•	•	•	•	•	14 50
Seats	•	•	•	•	•	12 60
Water rent	•	•	•	•	•	6 00
Pay roll	•	•	•	•	•	3 00
Lumber	•	•	•	•	•	2 53
Recording documents	•	•	•	•	•	2 50
Signs	•	•	•	•	•	1 75
						<u>\$737 53</u>

River Parkway, Section G.

Pay roll	•	•	•	•	•	\$380 65
Lighting	•	•	•	•	•	337 13
Brick sidewalk at Bath Street	•	•	•	•	•	179 82
Edgestone and edgestone setting	•	•	•	•	•	121 92
Engineering	•	•	•	•	•	118 14
Gravel	•	•	•	•	•	13 00
Oil	•	•	•	•	•	55
						<u>\$1,151 21</u>

Amounts carried forward

\$67,017 54

\$127,581

Amounts brought forward		\$67,017 54	\$127,581 70
<i>Liver Parkway, Section H.</i>			
Construction of beach	\$9,781 50		
Loam	682 77		
Pay roll	485 96		
Engineering	246 09		
Drainage system	181 23		
Stakes for engineers	15 42		
Teaming	14 25		
Printing and advertising	8 12		
Hardware	6 10		
Recording documents	2 95		
Freight	2 10		
		<u> </u>	<u> </u>
		\$11,426 49	
<i>Garden Nursery.</i>			
Pay roll	\$925 67		
Trees	75 00		
Coal	5 50		
Lumber	68		
Express	50		
		<u> </u>	<u> </u>
		\$1,007 35	
<i>East Cambridge Embankment.</i>			
Analysis of sea water	\$65 00		
Engineering	6 25		
Filling	5 20		
Iron chain and lock	4 22		
Pay roll	2 00		
		<u> </u>	<u> </u>
		\$82 67	
<i>Bindge Field.</i>			
Lighting	\$50 00		
Engineering	11 62		
Lumber	4 88		
Pay roll	2 00		
		<u> </u>	<u> </u>
		\$68 50	
<i>Washington Elm.</i>			
Setting edgestone	\$27 00		
		<u> </u>	<u> </u>
		\$27 00	
<i>General Account.</i>			
General Superintendent's salary	\$1,883 31		
Landscape Architect's fees	673 56		
Board of horses, carriage hire, etc.,	520 00		
Car tickets for engineers	225 00		
Tools and hardware	122 38		
Rent of store room	120 00		
Car tickets for office	75 00		
Garden hose	71 25		
Printing and binding reports of 1899	64 06		
Rubber goods and repairs	59 52		
New carriage top and repairs	52 85		
Heliototype cuts for report of 1899	45 00		
New harness	38 00		
Grass seed	35 00		
Entertaining Park Committee of City Council	34 05		
		<u> </u>	<u> </u>
<i>Amounts carried forward</i>	\$4,018 98	\$79,629 55	\$127,581 70

<i>Amounts brought forward</i>	•	•	•	•	•	\$4,018 98	\$79,629 55	\$127,581 7
Shoeing horse	•	•	•	•	•	33 25		
Bicycle repairs	•	•	•	•	•	18 75		
Engineering	•	•	•	•	•	15 00		
Watering cart attachments and repairs	•	•	•	•	•	13 35		
Anchors	•	•	•	•	•	11 18		
Carpentering	•	•	•	•	•	9 65		
Express	•	•	•	•	•	9 15		
Signs	•	•	•	•	•	7 00		
Tools and repairs for engineers	•	•	•	•	•	6 75		
Blacksmithing	•	•	•	•	•	5 52		
Printing and advertising	•	•	•	•	•	4 76		
Glass jars	•	•	•	•	•	1 00		
Lumber	•	•	•	•	•	1 00		
Pay roll	•	•	•	•	•	1 00		
Cotton cloth	•	•	•	•	•	56		
Key	•	•	•	•	•	30		
Telegram	•	•	•	•	•	26		
								\$4,157 46

Office Expenses.

Pay roll	•	•	•	•	•	•	\$646 00	
Telephone service	•	•	•	•	•	•	165 99	
Printing and advertising	•	•	•	•	•	•	92 25	
Stamps and stamped envelopes	•	•	•	•	•	•	62 66	
Typewriter, supplies and repairs	•	•	•	•	•	•	61 60	
Stationery	•	•	•	•	•	•	43 56	
Engineering	•	•	•	•	•	•	38 25	
Atlas	•	•	•	•	•	•	35 00	
“Journal,” “Ledger” and “Tree Order” books	•	•	•	•	•	•	21 00	
Tree books and cyclopaedias	•	•	•	•	•	•	20 00	
Ink stand	•	•	•	•	•	•	7 00	
Miscellaneous supplies	•	•	•	•	•	•	5 05	
Directory	•	•	•	•	•	•	3 00	
Express	•	•	•	•	•	•	15	
								\$1,201 51
Total	•	•	•	•	•	•		\$84,988
Balance unexpended	•	•	•	•	•	•		\$42,593

PARK MAINTENANCE.

Amount appropriated April 3, 1900	•	•	•	•	•	•	\$20,000	
Revenue from bath houses	•	•	•	•	•	•		1,469
								\$21,469

EXPENDED.*Shade Trees.*

Pay roll	•	•	•	•	•	•	\$4,131 10	
Wire and wire netting	•	•	•	•	•	•	173 59	
Teaming	•	•	•	•	•	•	127 87	
Loam	•	•	•	•	•	•	109 47	
Tools and hardware	•	•	•	•	•	•	48 36	
Engineering	•	•	•	•	•	•	34 99	
Blacksmithing	•	•	•	•	•	•	29 41	
<i>Amounts carried forward</i>	•	•	•	•	•	•	\$4,654 79	

\$21,469

<i>mounts brought forward</i>		\$4,654 79	\$21,469 07
Sharpening saws		20 25	
Repairing damage done by trees		17 15	
Hose for trees		3 12	
Printing and advertising		77	
Express		30	
		<hr/>	
<i>Ever Parkway, Section G.</i>			\$4,696 38
Pay roll		\$2,546 13	
Lighting		641 86	
Teaming		16 00	
Tools		2 15	
		<hr/>	
<i>Cambridge Field.</i>			\$3,206 14
Pay roll		\$2,439 02	
Lighting		591 65	
Work on flag staff		56 24	
Garden hose		28 50	
Teaming		20 73	
Repairing drinking fountain		13 60	
Blade for ice plane		12 00	
Tools and hardware		11 58	
Miscellaneous repairs		5 00	
Signs		3 50	
Water Department for flooding field		3 00	
Repairing flags		2 50	
Lumber		1 06	
Express		1 00	
		<hr/>	
<i>Bath Houses, Section D.</i>			\$3,189 38
Pay roll		\$1,499 25	
Bathing suits		746 44	
Laundering suits and towels		436 43	
Towels		94 60	
Telephone service		9 30	
Miscellaneous supplies and repairs		9 22	
Tools and hardware		8 79	
Printing		6 50	
Blankets		4 50	
Oars		2 07	
Express		65	
		<hr/>	
<i>Ice Shelter.</i>			\$2,817 75
Pay roll		\$2,192 00	
Coal		97 75	
Lighting		66 01	
Telephone service		51 67	
Toilet paper		26 00	
New cable for lighting system		16 77	
Laundering towels		16 75	
Plumbing		13 85	
New glass in door		12 00	
Repairing drain		8 90	
Tools and hardware		8 72	
		<hr/>	
<i>Amounts carried forward</i>		\$2,510 42	\$13,909 65
		<hr/>	
			\$21,469 07

<i>Amounts brought forward</i>	•	•	•	•	•	\$2,510 42	\$13,909 65	\$21,469 0
Carpentering	•	•	•	•	•	6 97		
Trousers for janitor	•	•	•	•	•	5 00		
Miscellaneous supplies and repairs	•	•	•	•	•	1 60		
Express	•	•	•	•	•	40		
						—		
							\$2,524 39	
<i>Commons and Squares.</i>								
Pay roll	•	•	•	•	•	\$1,951 08		
Lighting	•	•	•	•	•	270 00		
Teaming	•	•	•	•	•	100 85		
Herbaceous plants	•	•	•	•	•	85 00		
Painting flag staffs	•	•	•	•	•	46 00		
Repairing flags	•	•	•	•	•	18 00		
Hardware	•	•	•	•	•	6 40		
Lumber for walks	•	•	•	•	•	3 19		
Engineering	•	•	•	•	•	2 63		
Printing and advertising	•	•	•	•	•	51		
Express	•	•	•	•	•	35		
						—		
							\$2,484 01	
<i>Public Grounds.</i>								
Pay roll	•	•	•	•	•	\$1,595 33		
Shrubs	•	•	•	•	•	256 20		
Sods	•	•	•	•	•	129 81		
Teaming	•	•	•	•	•	64 50		
Watering system	•	•	•	•	•	24 58		
Lumber for walks	•	•	•	•	•	19 26		
Engineering	•	•	•	•	•	7 87		
Loam	•	•	•	•	•	5 34		
						—		
							\$2,102 89	
<i>General Account.</i>								
Bicycle and bicycle repairs	•	•	•	•	•	\$74 95		
Board of horse	•	•	•	•	•	65 00		
Lawn mowers and repairs	•	•	•	•	•	40 87		
Tools and hardware	•	•	•	•	•	38 34		
Cleaning ice at Artificial Pond	•	•	•	•	•	25 00		
Garden hose	•	•	•	•	•	24 00		
Repairing wagon	•	•	•	•	•	13 40		
Shoeing horse	•	•	•	•	•	11 90		
Park "Rules and Regulations"	•	•	•	•	•	6 00		
Express	•	•	•	•	•	2 48		
Repairing harness	•	•	•	•	•	1 60		
Police belt	•	•	•	•	•	1 35		
						—		
							\$304 89	
<i>Rindge Field.</i>								
Lighting	•	•	•	•	•	\$133 36		
Setting lamp posts	•	•	•	•	•	8 34		
						—		
							\$141 70	
Total	•	•	•	•	•			\$21,467 5
Balance unexpended	•	•	•	•	•			\$1 5

Respectfully submitted,

H. E. WHITING,
General Superintendent of Parks

REPORT OF THE LANDSCAPE ARCHITECTS

BROOKLINE, MASS., December 20, 1900.

Mr. George Howland Cox, Chairman Cambridge Park Commission, City Hall, Cambridge, Mass. :—

DEAR SIR:—We have to report that during the current year we have advised your Board upon fewer matters of design, in connection with the improvement of the Park System of Cambridge, than heretofore. During the first half of the year we prepared sixteen diagrams, sketches, racings, etc., mainly relating to the improvement of the Captain's Island playground section of the Charles River Drive.

The most important of these was a study for a much larger bath house than the two separate bath houses shown on the plan published in last year's report. At that time the idea prevailed that the provisions for bathing at Captain's Island should be considered as purely experimental and that in order to justify the expense of permanent houses, suitable for the use of bathers, it was desirable that the dressing rooms and toilet accommodations should also be used in connection with the men's and women's playgrounds and in winter for the skaters when these grounds are flooded and covered with ice.

But the existing arrangements for bathing, even with the disadvantages of cramped temporary quarters for men and boys in the old stone Magazine and mere sheds for women and girls, and with a comparatively steep and limited beach proved to be so popular that the Commission instructed us to prepare preliminary plans for a large bath house at a point north of the old Magazine where there would be room to grade a longer and broader beach.

In our preliminary design for this bath house we adopted the general arrangement which we had recommended to the Metropolitan Park Commission for the Revere Beach bath house, but on a smaller scale and simplified by omitting the upper story of dressing rooms and all provision for a laundry, on the assumption that the bathing clothes could be washed and dried elsewhere by a contractor.

The plan comprised a large hall in which would be the desk for the delivery of bathing clothes, towels, etc., and for the safe keeping of

valuable. Suitable toilet conveniences were to be provided in connection with this hall for the use of both bathers and visitors to the two playgrounds. It was planned to have the dressing rooms of comparatively cheap construction in yards surrounded by high fences, one yard being for women and girls and the other for men and boys. It was proposed to have the main building comparatively high studded with brick walls and an imposing hipped roof covered with red tiles. It was thought that the expense of such a construction would not be exorbitant if a cheap but strong quality of brick were used, which would be covered with pebble-dash except where a nicer quality of brick would be used as a trimming at the corners and around doors and windows. As a measure of economy and especially to avoid the expense of pile foundations, it was proposed, instead of using brick walls for enclosing the bath house yards, to have occasional piers of brick connected by wooden fencing covered with wire lathing and pebble-dash. It was designed to have the ends and the whole of the landward front of the group more or less covered with vines and partially masked by bushes and trees.

To give this building a proportionately dignified setting it was planned to have a formal arrangement of depressed turf panels, between the building and the Charles River Drive, which could be used as playgrounds for little children. Communication from the drive to the building and along the front of the building was to be provided for by wide gravel walks with rows of shade trees.

Our sketch for this bathing establishment was not intended as an architectural design, but as an illustration of our recommendation for the consideration of the Board and for the guidance of their architect.

In connection with this proposed bathing establishment at Captain's Island we prepared a complete grading plan, in accordance with which work has been proceeding during the summer.

Another plan, which we prepared early in the year, was a planting plan for the ground about the old Magazine which had been graded last year in accordance with our plans.

We submitted a design for a simple iron railing on the sea wall of the Esplanade, with occasional small lamp posts for glass globes to contain incandescent electric lights.

We have also conferred with members of the Board as to the execution of our grading plan prepared last year for the extension of the river bank improvement across the river front of the Cambridge Hospital grounds westward from Mt. Auburn Street. This plan provides for a broad tree-shaded promenade only, but it is so devised that whenever the Metropolitan Park Commission constructs, upon the land which it has already acquired, a drive in extension of the recently constructed Fresh

Pond Parkway from where it now ends at the corner of Mt. Auburn Street and Elmwood Street to the river at Gerry's Landing and builds a bridge across the river to the speedway, it will be possible for your Commission to construct a drive in place of the present promenade without sacrifice of trees, and to secure a new promenade by filling further out into the river.

Yours respectfully,

OLMSTED BROTHERS.

REPORT OF THE CITY ENGINEER

OFFICE OF CITY ENGINEER, CITY HALL
CAMBRIDGE, December 1, 1900.

Geo. H. Cox, Esq., President Park Commission:

The work of the Engineering Department in Park Construction the past year has been of a somewhat miscellaneous character. In addition to the usual time devoted to setting out work, lines, grades, and the preparation of studies and detail plans, the following statement of the work of the year is made:—

At the Esplanade, Sections A and B, 1,418.88 lineal feet of edge stone have been placed mostly at street corners and intersections.

The sea wall having become in places badly out of line and grade, it was decided to relay some of the worst portions to the bottom, and retop the major part of the balance, preparatory to the placing of a suitable iron railing.

This work was done by Mr. T. A. Rowe, he furnishing sloop and crew at a per diem rate. In this way, as much or as little of the wall could be relaid as was found necessary as the work proceeded. East of Harvard Bridge, about 1,555 feet of wall was retopped and the coping reset. West of Harvard Bridge, about 1,308 feet of wall was treated in the same manner, and, in addition, about 350 feet of sea wall was substantially rebuilt. The total amount paid Mr. Rowe for labor, etc. was \$2,792.97. In addition, \$344.98 was paid for cement and incidentals making the total cost \$3,137.95. At the same time, the wall was back ballasted with chip stone, 2,097.15 cubic yards of stone being furnished by J. C. Coleman, at a cost of \$2,831.15. On the completion of this work, contracts were made for erecting the iron railings, the Chelmsford Iron Foundry Company furnishing and erecting 1,136.15 feet of railing at a cost of \$1,638.65, and A. B. Robbins furnishing and erecting 2,609.33 feet at a cost of \$3,410.17; 1,949.33 feet of this railing is on the easterly side of Harvard Bridge, and 1,796.15 feet on the westerly side of Harvard Bridge. In this connection also, nineteen life ladders were placed at various points on the wall of the Esplanade.

Plans and estimates have been prepared for the proposed extension of the Esplanade, by filling and grading, from the present terminus opposite the end of Erie Street, westerly, to Brookline Street.

On Section D, including the Captain's Island beach, 451.63 feet of edgestone have been set in the improvement of grounds and roadways, and a special sewerage system extended to the bath house. Two hundred and fifty-three feet of ten inch pipe and 137 feet of eight inch pipe was laid for this purpose, connecting with the sewer in Magazine Street, and also 311 feet of eight inch pipe, 271 feet of six inch pipe and 105 feet of wooden box outlet built to provide for the surface drainage discharging into Charles River. Four catch basins and one manhole were built in connection with this drain. It became necessary, also, to build about 420 feet of wooden box drain 8x8 inches as an under-drain to the playfield owing to one of the drainage ditches being filled up.

Magazine Street from Granite Street to the Parkway and the Park Road from Magazine Street to Brookline Street were surfaced and graded, a total length of 1490 feet.

The bathing beach has been partly regraded and the whole length, about 850 feet, has been surfaced with gravel so that now a fine, safe beach is secured.

Nineteen thousand, two hundred and sixty cubic yards of mud were removed under contracts with W. B. Mullen and the Eastern Dredging Company at a total cost of \$6,210.00. In preparing the beach 7,519 cubic yards of gravel were placed by the Eastern Dredging Company at a cost of \$4,465.30. At Section G, 128.8 feet of edgestone have been set.

At Section H, the Lowell Street sewer outlet has been extended 71.5 feet to correspond with the construction of the beach; one-half the cost being paid by the Sewer Department. Four hundred and eighty-five cubic yards of mud were excavated from the trench under the sewer and refilled with gravel at the time of the construction of the beach. Nineteen thousand, five hundred and sixty-three cubic yards of gravel were furnished and placed by the Eastern Dredging Company on this beach at a cost of \$9,781.50. One-half the cost of dredging for the sewer extension was \$72.75, making a total cost of \$9,854.25; the completed beach is about 485 feet in length. Four assistants have been employed on Park work, two the entire year.

Respectfully submitted,

L. M. HASTINGS,
City Engineer.

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